

BOXING

BOXING SITUATION APPEARS HEALTHY

If Interesting Programme Is Criterion There Will Be No Work for Commission This Week.

Despite the fact that two bills have been introduced up at Albany for the repeal of the Fawcett boxing law, local enthusiasts do not seem to entertain any apprehension with regard to the future of the sport hereabouts. A feeling seems to prevail that, with the summary action in the Attell case, the commission has shown that it really means business and can run matters as they should be run. Meanwhile some very interesting bouts are on the programme, and "fans" are more industrious in scanning the list of events than they are in scanning the horizon for storm clouds in the boxing situation.

Beginning with the "Eddie" O'Keefe-"Jimmy" Carroll bout at the Olympic A.C. to-night, the week's events give promise of producing some speedy entertainments. O'Keefe is from Philadelphia and has the reputation of being as fast a featherweight as there is in the country. Carroll has shown good form in several bouts in this city.

Brooklyn boxers, "Eddie" Powers and "Fatsy" White, have been matched for the main event at the Fawcett A.C. to-night. Eight knockdowns, evenly distributed, enlivened their last set-to. The Yonkers A.C. will break into the game to-night with Harry Stone and "Young Sam" Langford in the main event.

Another club which will operate to-night is the Carlyle A.C., in Brooklyn. "Jake" Froelich will try his punch on "Charley" Victor, the "Ideal of Jersey City."

Probably the biggest bout of the week will be that between "Eddie" McGoorty, the middleweight who owns to Oshkosh, Wis., as his home, and Walter Coffy, of California. The pair clash at the Fairmount A.C., to-morrow night, and the winner may get a crack at Jack Kuhn.

"Johnny" Moran and "Paddy" Bedley, of Philadelphia, will entertain at the Mount Vernon A.C. to-morrow night. On Wednesday night, at the Long Acre A.A., "Young" Wagner and "Mike" Malla are to go ten rounds. Wagner is a really clever 118 pounder, and Malla can slug a bit when occasion requires.

NEW MEXICO MAY GET BOUT

SALT LAKE CITY, Utah, Sunday.—"Jack" Curley, manager for "Jim" Flynn, and promoter of the fight for the heavyweight championship between him and "Jack" Johnson, is here making preliminary arrangements for the battle. Curley said that no site had been selected and that the date had not been settled definitely. There is a possibility that the fight may take place in New Mexico, in the event that an acceptable proposition is forthcoming from Nevada towns. He said there is no opposition in Nevada to holding the fight in that State and that all reports of such opposition have been found to be untrue.

SPORTING ECHOES.

Ever hear of the "dodo ball"? Well, just like the famous bird after which it was named, it is to become extinct after the meeting of the American Bowling Congress. It is loaded like the dice in a crooked craps game, and it is as destructive to the pins as the fixed dice is to a bank roll.

Here's one that must go down to posterity along with "Daisy" Bell, a famous bone, Jetties' cup of tea and Attell's vociferous thump. The reason for "Al" Kaufman's knockout at the hands of "Al" Palmer, according to a story that has just come from the coast, was that the Californian had some one's old shoes on in the light, and they were so big that he could not keep his feet. When he fell down in the fifth round because of the loose shoes he hit his head on the floor, and then the curtain dropped.

What's in a name? Note that "Barney" Riley is still holding his own at the head of the Scandinavians in their national sport of ski-ing.

"Tom" Gallagher, the veteran billiard player, was giving an exhibition in Washington recently, in which he had made an elaborate three cushion shot, the ball being the rail and taking the English in startling fashion. A darkey who was looking on said, "Ah don't know how yuh made dat shot, Misto Gallagher, but it seems to me yuh had de English on bofe sides of de ball."

Frank Potter, a Western golfer, has been experimenting with an old pneumatic ball by filling it with gas, to get longer drives. Wonder if it would ignite in match play.

Did you ever know that "Eddie" Foy, the comedian, is known wherever the game is played? One night he dropped into Daly's before show time for a little exercise and challenged "Tom" Gallagher to a three cushion match of fifteen points. Gallagher, the professional would discount him. Gallagher had often done it, so he agreed. The balls broke badly for "Gray" Tom, and Foy made his fifteen before Gallagher could get his feet from Foy's over tired of telling that story.

"Ping" Bodie, the fence breaker, has permitted a bare manufacturer in San Francisco to use his picture as an advertisement. "Bugs" Raymond is just green with envy.

"Tom" Connolly, the American League umpire, proposed establishing a school for umpires. "Tim" Hurst, well versed in ring lore, is to be professor of "sociology" and "Billy" Klem, of the bull bass voice, instructor in elocution.

Has Alfred De Oro hit the toboggan or was it the rare Denver air? Right on top of his defeat for the three cushion title at Denver a local player trounced him at pool 30 to 47. The winner was James Maturo. In other words, Colorado Maturo.

Many a fighter has been accused of picking soft ones. Not so "Don" Carroll, an old Philadelphia lightweight. Recently he tried to knock out a lamp-post because it would not stay in the one spot. A brass buttoned referee awarded the decision to the post before taking Carroll to the "cooler."

Robert Lee Hedges, boss of the Browns, has opened an office on the thirteenth floor of a building in St. Louis. He says he is not a bit superstitious. Well, it is hard to figure how a jinx could make the Browns any worse.

NOTES OF THE ATHLETES.

William Quaal, the professional distance runner, who was recently defeated in a ten mile race against a relay team, composed of Henri St. Yves and "Al" Raines, has been matched for a return race against the pair at the same distance for Wednesday evening at the Metropolitan Rink.

Entries are coming in rapidly for the indoor athletic meet of the Eastime Athletic Club, which is to be held at the Twenty-second Regiment Armory on February 21.

BOATS

COMFORTABLE CRUISERS IN DEMAND

The Comfortable Cruiser of Moderate Size and Cost in Demand, Though Big Vessels Are Building.

The general outlook of the motor boat situation at the beginning of the year, said Mr. Morris M. Whitaker, of New York, yesterday, "seems to indicate a building activity a little above the normal in spite of the business conditions under which the country has been laboring for the last few years."

"Inquiry seems to indicate that, while there are few very large motor boats likely to be built, the backbone of the industry—the medium and small cruisers—are decidedly on the increase. This inquiry comes from the men of moderate income and resources, and shows that the general public are appreciating more and more the advantages to be obtained from the open air life possible with the moderate sized motor cruiser."

"Developments of the last few years in design have made it possible for an owner to secure a floating summer home with sufficient home comforts to make a protracted sojourn on board a pleasure rather than a hardship, and more and more owners are spending their vacations and Saturdays and Sundays on their boats."

"Many instances have come to my notice where an owner has taken his family on board his boat early in June and lived there until driven ashore by cold weather, moving about from place to place in near-by waters as convenience and inclination prompted. In many cases this cruising has been restricted to commuting distance to the owner's regular place of business almost every day and morning, and moving to a new anchorage during the latter part of the week. Then when owners take their vacations, instead of spending their time in hotels, they make extensive cruises."

COMFORTABLE AND CONVENIENT.

"Before the motor boat industry reached its present stage of development, living in the comparatively confined quarters of a motor boat would have been considered a hardship, but to-day, with the motors of known reliability, electric lights, refrigerating plants and comfortable and convenient arrangements of interior, it is regret having to go back to the confines of the city when the cruising season is over."

"Ninety per cent of inquiry to-day is for boats of the type described, varying in size from thirty feet to sixty feet, according to the owners' requirements. To accommodate the money he desires to invest. Possibly eight per cent of the inquiry is for runabouts, that is, speedy little open boats for afternoon sailing, and the remainder of the inquiry comes from those who desire speed above everything else and are willing to put up with the disadvantages attendant on rapid motion. With the bulk of inquiry for a motor boat, the boat builder and designer has naturally been given to perfecting this type, until to-day there is little to be desired. There are, of course, various and sundry types and models varying in arrangement of interior. For the smaller boats the most popular, but as the size increases there is more possibility of varying the arrangement, and general appearance of the boats, that the owners' ideas can be more easily carried out."

THE NEW BIG BOATS.

The rated deck type in the larger sizes still holds the center of the stage, but the so-called steamboat, or steam yacht type, is now coming into favor in boats of the larger sizes. These are around 80 feet to 100 feet and are very fast, equipped with electric lights, hot water heating plants, electric lights, baths and all the conveniences of an apartment. Such boats can be used the year around, and are not subject to the same wear and tear as the West Indies during the winter and to Halifax during the summer.

"The popularity of these larger gasoline cruisers probably can be accounted for by their economical cost and the economy to be obtained in running expenses, though their requiring a smaller crew and not being under a fuel expense, except when in motion. A point will be reached in size, however, where the economy of using gasoline as a fuel ceases and where steam becomes more advantageous. The limit of size is rather indefinite, however, as the speed required governs it largely."

"Developments of the Diesel type of engine abroad would seem to indicate that this will ultimately be the prime mover, used in the larger boats in place of steam, as with its use the fuel expense is only about one-quarter of that of steam for a given amount of power, and proportionately less than gasoline. The Diesel engine so far has not been taken up to any extent in this country, but boats of as large as 525 feet have been built and equipped with this type of prime mover abroad, and it is one of the things which will attract engineers in this country will work on the successful development of the Diesel engine."

MEDICINE MEN OF THE MIDDLE AGES.

AGBS.—Dr. James J. Walsh in a most interesting article shows once more that there is nothing new under the sun; that much of the medical and surgical practice that we think modern was practiced in medieval days. Illustrated article in next Sunday's NEW YORK HERALD.

FRAGMENTS OF SPORT.

In the second of a series of hockey games at Cleveland the Intercollegiate, of Boston, defeated the Cleveland A.C. team on Saturday night by 5 to 1.

At Detroit on Saturday night the Detroit seven defeated the senior hockey team of the Toronto Amateur A.C. by 5 to 2. The contest was the play-off of Friday night's scoreless tie.

The annual junior foot ball competition for the Lawrence trophy will be held on Saturday night at the Brooklyn Central Y.M.C.A. Entries have been received from the University of Pennsylvania, New York A.C., Columbia, New York F.C., A.C., Faldor, Club, New York T.V. and Brooklyn F.C.

The managers of Zhyzsko and Ralcevic, the wrestlers, who are to meet in a finish contest in Madison Square Garden on Monday night, February 12, have decided to leave the selection of a referee for the match to a committee of newspaper men. Ralcevic's manager insists that the referee must understand the Italian language.

It was announced yesterday that George Kling and R. L. Parsons, both of this city, had won the Atlantic trophy at the Atlantic White Horse Regatta on Saturday night at the Hotel Victoria.

Boys' High School of Brooklyn won the scholastic chess championship yesterday afternoon when its representatives defeated those of Stuyvesant, of Manhattan, at the Rice Chess Club. Boys' High won the first round, 3½ to 1½, and tied at 2 points in the second round.

MOTOR TRUCKS IN ADANCE STATE

Mr. Willys Declares Commercial Vehicles Perform with as Much Reliability as Pleasure Cars.

"In many quarters a mistaken idea prevails that the commercial motor vehicle has not reached the advanced development of the pleasure motor vehicle," states John N. Willys, president of the Willys-Overland Company, of Toledo, Ohio, and the Willys-Garford Sales Company, which is distributor for Garford pleasure and commercial vehicles. "This impression is largely due to the fact that the development of the latter type of automobile has been more constantly in the gaze of the public and has had more spectacular features attendant upon it."

"There have been endurance contests, reliability tours and efficiency tests for the pleasure vehicle in almost confusing numbers ever since the early days of the industry. On the other hand, all the early experiments and tests of the motor truck have been of a private nature, but nevertheless they have been probably a good deal more exacting than the public tests of the pleasure car. Occasionally one can prove that they can stand as grueling a strain as the highest type of touring car, one or another truck has been sent along on a national tour to carry the baggage of the nation's politicians. Such a tour was done in the Willys trucks for five successive years, when the most trying roads in this country were travelled with great reliability."

"Throughout the last season there has been a decided increase in reliability runs for motor propelled trucks. Many of these tests have been conducted by newspapers, and the result has gone beyond the fondest expectations of even the most optimistic. No roads have proved too muddy, no sand too deep, nor any hills too steep to check the onward march of the motor trucks. Commercial vehicles are to-day so reliable and rugged and trustworthy that they can carry their load anywhere. There is no question that the motor truck has arrived."

AUTOMOBILE NEWS NOTES.

The Jeffery Dewitt Spark Plug Company, of Detroit, has opened a New York office at No. 178 Broadway, from which branch the Eastern business will be handled. M. C. Dewitt, vice president of the company, made the arrangements at the close of the New York automobile show.

The National Motor Vehicle Company, of Indianapolis, has an exhibit of five cars, a motor and some trophies at the Chicago automobile show.

Charles Coon now owns and operates the Palmer S. Singer machine shops in the Knickerbocker Garage Building, at No. 750 Seventh avenue.

WIFE NO. 3 WILL AND NO. 4'S FIGHT

"I Still Love Him, but He Is Dangerous," Says Woman Who Will Be Chief Witness.

[SPECIAL DESPATCH TO THE HERALD.] CHICAGO, Ill., Sunday.—Professing unimpaired love for her bigamous husband who deserted her and their baby, seven months old, and without prospects for the future or any friends to whom she can turn, Mrs. William H. Thompson says she will join his other wives in punishing him.

"I still love," she declared, "and were it not for the fact that he is dangerous I would not appear against him. I do not care for myself so much, but I do not know what will become of baby. I have no money. I have money and no chance of getting any except what I can earn."

Thompson admits taking four wives, but says one was divorced. His list includes: Clara May, married in 1886, divorced in 1906; Rebecca Horn, married at Carlington, N. D., 1908; Agnes Drummond, married at Norfolk, Va., September 16, 1910; and the present Mrs. Jennie Edwards, married in Kansas City, January 17, 1912.

Mrs. Edwards Thompson is the only one of the wives with whom Thompson has lived in Illinois, so far as is learned, and she made the complaint upon which he was arrested, but the Virginia wife will be the chief witness for the prosecution. The authorities are investigating in the belief that Thompson may have other wives. The Kansas City wife is especially bitter against him and will do all she can to send him to the penitentiary.

Thompson, alias "Drummond," had sent the third wife and her baby to New York to await his coming. Later he wrote her a letter, she says, asking that she try to have their marriage annulled. Then she came here from New York unexpectedly and found the hiding place of her husband through an advertisement she had inserted in local newspapers regarding an electric sign he had invented. When the third went to the house, accompanied by detectives and a reporter, she greeted Thompson and wife No. 4.

"I don't know why I married my last wife," said Thompson.

Thompson said he had been married to his first wife for 15 years.

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60,000 SKATERS ON PARK LAKES

Crowds Form Brilliant Spectacle Under Ideal Conditions by Sun and Electric Lamp.

THREE PERSONS HURT

Sport Was the Best of the Season and Was Enjoyed by Joyful City Folk.

Crowds estimated by the park police at more than sixty thousand persons enjoyed the fine skating on the lakes in Central Park yesterday. It was considered the best skating of the year, or even in several seasons. The ice was as even and smooth as great sheets of plate glass, the air was still, the temperature just right and the winter sun beamed brightly on the merry makers.

Skating by electric light was enjoyed by the crowds in Van Cortlandt Park after dark, the lake being fringed by scores of arc lamps after sundown. From eight o'clock in the morning until ten o'clock at night the lake presented a brilliant spectacle.

On the three lakes in Central Park it was estimated that twenty thousand persons enjoyed the sport until six o'clock in the evening, when the police cleared the lakes. There were fully fifteen thousand skaters on the three lakes yesterday morning until night and more than twenty-five thousand skaters glided over the magnificent ice in Prospect Park, Brooklyn. Here the police terminated the sport at five o'clock. Residents in the vicinity of Central and Prospect parks have objected to skating there on Sunday nights.

Three persons were injured while skating at Seventy-second street in Central Park. Dr. Hall was summoned from the Presbyterian Hospital to attend Carlos Ryan, thirteen years old, of No. 15 East Seventy-sixth street, who fell on the ice. Dr. Hall said that he was suffering from a fracture of the right leg. He was sent to his home, Rupert Haynes, of the Hotel Grenville, who is sixty years old, fractured his right leg when he fell. He was taken to the Presbyterian Hospital and was afterward sent to the hotel. Miss Mary Kuple, thirty-two years old, of No. 432 East Seventy-seventh street, received a cut on her face when she fell. She was sent home.

Squads of policemen were detailed to preserve order on the ice. During the afternoon they were compelled to break up a game of "snap the whip" on the lake at Seventy-second street. In which a dozen boys were taking part. The game had been played for half an hour without mishap, when the boys came into collision with a group of girls, three of whom were injured. They did not require medical attendance.

Many persons stood on the shores of the Seventy-second street lake in Central Park and watched a young man and woman who gave an exhibition of fancy skating. Other skaters became so interested in the exhibition that they halted and a large crowd was formed. The throng about the two interfered with the skaters who wished to move about and the police dispersed them.

Employees of the Park Department swept the snow off all the lakes on Saturday and the skaters found excellent conditions for their recreation. Like in the afternoon, however, the ice became cut up by the runners of the many thousands of skates.

START HOSPITAL FUND ON MCKINLEY DAY

Mailing Seals of the McKinley League To Be Placed on Sale as First Step Toward \$7,000,000 Fund.

Many large mercantile houses will observe the anniversary of the birthday of William McKinley to-day by using the McKinley Memorial Hospital seals on their mail, according to an announcement made yesterday by George E. Merri, secretary of the McKinley Memorial Hospital League.

The seals also will be placed on sale in many drug stores.

The league, which proposes to raise a fund of \$7,000,000 to build a national memorial hospital, as the basis of a nation-wide anti-tuberculosis campaign, starts its campaign for funds to-day with the issuance of the seals.

Mrs. Morrow, Accused as Slayer, Gone CHICAGO, Ill., Sunday.—Mrs. Rene B. Morrow, indicted on Saturday on a charge of murdering her husband, could not be found by deputy sheriffs to-day. It was said she would be surrendered in court to-morrow by Charles E. Erbstein, her lawyer. The Grand Jury had ordered that the woman be held without bail.

To Build Big Union Station in Mobile. [SPECIAL DESPATCH TO THE HERALD.] MOBILE, Ala., Sunday.—The "Frisco and Mobile and Nashville" railroads, joint owners of the New Orleans, Mobile and Chicago road, will build a magnificent station here for through trains to Kansas City.

Cruikshank Out of Sight Again

Captain, Who Has the Disappearing Habit, Fails to Disclose His Plans for Future.

Captain Barton Cruikshank, who returned to New York city Saturday night after his futile trip "to face the music" at his Potsdam home, where his wife had mourned him as dead for a year and a half, resumed his disappearing habits yesterday. Captain Cruikshank, on his return from his exciting up-State trip, announced that he had come to New York to make good if the public would permit, and he promised to disclose his intentions yesterday to those who would meet him at two o'clock in the Hudson Terminal Building.

He did not appear. Neither did he issue any word from his temporary home in the Mills Hotel, Seventh avenue and Thirty-sixth street, as to what method he would follow to establish himself in the good graces of the public. His name has been heard from his friends and paved the way to a reconciliation with his wife, who now is supporting herself and two small children. Although he had freely admitted his identity since his return from Puerto Rico last week, Captain Cruikshank did not refrain from adding another alias to his long list when he sought quarters at the Mills Hotel. He registered there as J. Barton. His name has been heard from the room, for which he had paid thirty cents.

Within the last week Captain Cruikshank has appeared under three aliases. He was known as New York business associate Percival Whipple, and his city friends as Donald Douglas; he informed the immigration authorities last Thursday that he was George W. Fuller, and Saturday night he posed as J. Barton.

Byron H. Uhl, Assistant Immigration Commissioner, yesterday said his department would take no action against the captain for making an affidavit that he was George W. Fuller when he arrived in Brooklyn Thursday.

Captain Cruikshank is expected to go to his erstwhile business office at No. 30 Church street, where he was associated with Mr. Whipple in an engineering enterprise. His name has been heard from the office door, but he expects to renew business relations with Mr. Whipple.

Among the captain's friends, who are said to be anxious to help him get another start and live down the notorious past, began with his bogus drowning exploit in June, 1905, are one time teachers and students in the Manual Training High School of Brooklyn. Captain Cruikshank was an instructor there for several years.

AERIAL TOUR TO PROVE RELIABILITY

Entrants to Cover Six Hundred Mile Course, Including St. Louis, Indianapolis and Chicago.

To aid in popularizing the aeroplane and demonstrating to the public that the machines now being manufactured for general use are reliable and practical, an aerial reliability tour will take place next June if arrangements can be completed. It is expected that at least a dozen aeroplanes will cover a six hundred mile triangular course over the States of Illinois, Missouri and Indiana, and will be checked in and out of control, inspected for damages, and their scores kept as automobiles are scored on reliability tours.

The Chicago based aeroplanes that five prominent aviators and manufacturers have consented to enter the contest and are preparing machines for the tour. E. Percy Noel, secretary of the Aero Club of St. Louis, brought the first news of the contest to New York yesterday.

The idea was enthusiastically received by the members of the Aero Club of America, at No. 297 Madison avenue. Mr. Noel said that Calbraith P. Rodgers is anxious to make the tour and that others are ready to join him.

The route will be from St. Louis to Indianapolis, from there to Chicago and then back to St. Louis. The tour will occupy six days, there being no attempt to make speed records, but merely to establish the reliability of various types of aeroplanes by actual cross country flights. The tentative course to be followed is from St. Louis to Chicago, thence to Indianapolis, from Indianapolis to Logansport on the third day, and to Chicago on the fourth day. The trip from Chicago to St. Louis will occupy two days, the night being spent at Bloomington. Each leg of the triangle will be divided into four controls, where gasoline, oil and other supplies will be provided and the scores of the machines recorded. Each aeroplane will start with a perfect score of 1,000, and for broken parts penalties will be imposed according to the importance of the damage. Delay in reaching the various controls will also result in penalties.

The location of the controls has not been decided upon yet, said Mr. Noel yesterday. "We shall use the railroads as route guides, taking the most direct lines between the three cities, and the controls will be marked with flags or squares of canvas upon the ground, so that the aviators can easily locate them. The sole idea is to demonstrate the reliability of the aeroplane as developed to-day, and there will be no question on speed, altitude or exhibition flying. It is time the public realized just how far this science of flight has been carried, and after this aerial tour no one will be able to doubt that the aeroplane is a reliable and practical invention. It is to be hoped that the manufacturers of aeroplanes in this country will see its value in this respect and lend us their support."

MAKE GOOD USE OF CAMERA IN FLIGHT

Army Aviators Take Excellent Photographs at Augusta at Altitudes Up to 1,000 Feet.

[SPECIAL DESPATCH TO THE HERALD.] WASHINGTON, D. C., Sunday.—The camera will play a prominent part in the development of the aeroplane as a powerful factor in war, according to Brigadier General James Allen, chief officer of the Signal Corps of the War Department. Successful experiments have been conducted by the army aviators at Augusta, Ga., this winter, to show that photographs can be taken at altitudes up to a thousand feet. Such photographs are so clear and plan that the Signal Corps officers are contented with having the camera experiment with a powerful camera capable of getting photographs from altitudes greater than a thousand feet.

At Augusta Captain Charles de Forest and Lieutenant Roy C. Kirtland, Henry H. Arnold and Thomas De Witt Milling have taken a number of excellent photographs this winter from their machines, flying at various altitudes.

In case of a war in which this nation was involved the camera would be used by the army aviators for taking photographs of the enemy's camps, fortifications and positions.

BELGIAN AVIATOR HERE.

Victor de Jonckheere, a native of Belgium, who has been a resident of Superior, Wis., for sixteen years, is in the city after a visit to his native land lasting several months, during which he became an aviator. Mr. de Jonckheere brings with him a pilot's certificate from the Aero Club de Belgique, and hopes to give exhibition flights in this country. He uses a Bleriot monoplane.

GORED TO DEATH BY BUFFALO.

When Killed. OMAHA, Neb., Sunday.—Nels P. Anderson, keeper of the Zoo in River View Park, was gored to death to-day by a buffalo bull.

The water in the regular trough was frozen and Anderson had started to dig a hole in the ground in which to pour water for the animals when the infuriated animal approached.

Anderson ran for the nearest fence, but stumbled and fell.

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America Rapidly Losing Ground in Matter of Merchant Marine

United States Falling Behind Other Countries in Shipbuilding, Lloyd's Register for 1911 Shows—New Tonnage Less Than That of Last Year.

A striking commentary on the manner in which American interests are losing ground in the matter of merchant marine is found in the current issue of Lloyd's Register of British and Foreign Shipping, which is an annual summary of shipbuilding all over the world.

The total tonnage of vessels built in 1911 was 2,560,116, exclusive of war ships, of which 2,531,432 tons were steam and the remainder sailing vessels. This was an increase of about 900,000 tons over the preceding year. Of the vessels constructed seventy-seven per cent were built for registration in the United Kingdom, the steam tonnage of which was thereby increased about 850,000, while its sailing tonnage decreased about 120,000.

In contrast is the showing made by the United States, which constructed only 171,589 tons, a decrease from the previous year of about 100,000 tons, although the trade of this country has been steadily increasing in all foreign countries. Another interesting point is that while 78,000 tons of the decrease was in the construction of vessels for the great lakes, the remainder, 93,000 tons, was in coast construction.

Holland shows up with 512,000 tons, an increase of 21,000 tons, without including such vessels as are designed exclusively for river navigation, and France launched 45,000 tons more than she did the year before. Germany increased her output by \$5,000 tons, while Austria-Hungary and Japan also show a decided increase. The largest steamship launched in the year was the Titanic, 45,000 tons, of the White Star line, the next in order being the Laconia, 15,150 tons, of the Cunard line.

PREDICTS VESSELS RUSH TO PANAMA

50,000 TON SHIPS AT NAVIGATION CONGRESS.

PHILADELPHIA, Pa., Sunday.—What the dimensions of seagoing vessels of the future will be is one of the most vital questions that will have the attention of the great International Congress of Navigation beginning in Philadelphia May 23 next. The foremost experts of the world will discuss it.

To the men of the nations who have the world's navigation in their care this question is of vast importance. The men who build the canals and dredge the harbors and deepen the rivers and construct the locks and repair ships must look into the future with the vision of prophets and plan their works for ships which the future will place on the ocean to carry the world's trade.

Ship canals and great dry docks cannot be built quickly or cheaply. As their required size increases the cost and time of construction are manifold. The dredging of a harbor or estuary to an extra depth of a few feet takes many years.

C. Leemann, an engineer of Amsterdam, predicts that a few years will see vessels of seventy thousand and seventy-five thousand tons traversing the ship lanes of the North Atlantic. In a generation he believes there will be ocean leviathans of one hundred thousand tons plying between Europe and North America. Vessels of this size, he says, will have a length of 1,500 feet, a width of 160 feet and a draught of more than 30 feet.

Mr. Leemann will present an interesting paper on this subject at the Navigation Congress. E. I. Corbelle, an engineer of New York, who also will discuss this subject at the congress, declared that Mr. Leemann's forecast is a realistic one.

When it is completed two years hence the Panama Canal will be the only ship canal with capacity to pass the greatest vessels afloat. Its locks will take vessels nearly 100 feet wide, more than 40 feet deep and 1,000 feet long. These dimensions were insisted on by the General Naval Board of the United States after the Consulting Board and Canal Commission had suggested a size that has already been proven inadequate.

The German government is now paying dearly for constructing its Kaiser Wilhelm Canal too small. It is being enlarged at enormous cost. The Suez Canal is also being enlarged by Mr. Leemann's forecast. It is being compelled to borrow 100,000 francs for this purpose. Herr von Thieritz, of Berlin, a noted expert on this subject and a member of the International Technical Association, will discuss this question at the congress here.

PAMOUS PLAYERS IN DICKENS' CHARACTERS.

Most of Dickens' novels have been dramatized at one time or another. Complete story of the plays and the famous players of America and England who took part in them. Complete story, illustrated, in next Sunday's NEW YORK HERALD.

GIRL OF 5 TORTURED TO DEATH, IS CHARGE

Chicago Couple Held Pending Investigation—Body Mass of Bruises, Soles of Feet Burned.

[SPECIAL DESPATCH TO THE HERALD.] CHICAGO, Ill., Sunday.—Nellie Goethel, five years old, who died Thursday, was beaten and tortured to death, is the belief of H. C. W. Barker, a noted criminal physicist, who found the body a mass of bruises and the soles of the feet burned as if the child had been forced to stand on a hot stove. Mrs. Regina Schiller, with the man supposed to be her husband, is held pending further inquiry.

The woman says the injuries were suffered when the child fell down stairs and that she was burned on the feet by a hot iron plate in bed to keep her warm. The woman, the police say, admitted whipping the child frequently with a heavy horse whip, but denied she tied brass ferules to the ends of the lash to draw blood.

A neighbor notified the police of the death of the child, saying the girl was beaten into unconsciousness, and that the man and woman took turns whipping her. The whip and ferules were found in the kitchen.

Chance. A third instalment of Joseph Conrad's fine story of the sea will appear, illustrated, in next Sunday's NEW YORK HERALD. A synopsis of what has gone before accompanies it, but you can't afford to miss a chapter.

CHASED AS THIEF ON "L."

Fugitive Braves "Third Rail" to Escape After Woman Is Robbed, but Is Captured by Guard.

Mrs. Fannie Blochsky, of No. 284 East Sixth street, was about to alight from a Third Avenue car at the 174th street elevated station last night when she found that her handbag had been opened and her purse taken. She saw a young man pushing through the crowd and screamed. The man alighted jumped from the train. The guard, Richard Thompson, followed and chased the man along the island platform. Chancing the deadly third rail the man dropped to the southbound track, but before he could run further Thompson jumped squarely on him. The man was taken to the Tremont station, where a police say they found Mrs. Blochsky's purse in his pocket. He said he was Jacob Rosenzweig, a painter, of No. 89 Clinton street. He was locked up.